









The total amount of Customs revenue collected at Y. N. Kowloon, Hongkong, and other ports during last year was—\$3,769,811 against \$3,162,106 for 1886.

According to an official report from the Governor of Honan the ascertained number of destitute people is over 1,800,000 souls, apart from those whom the floods have driven away to other places or drowned.

The Canton authorities are endeavouring to push their sulphur trade. A proclamation says that 10% of sulphur is to be paid in official account, and the remainder to pay for the rate of 3 mace a picul being offered to the trade.

The remains of Dr. A. R. Platt, late U. S. Consul at Chetoo, which were interred in the New Cemetery, Shanghai, over a year ago, have been removed by order of the U. S. Government to the family burying place in New York.

The revenue of the colony for the quarter ended 31st December last amounted to \$395,672, and the expenditure to \$432,448, of which \$45,007 was on extraordinary public works. The balance in hand on the 31st December was \$173,209.

The declared value of Exports and Imports passed through the Custom Houses of the Treaty ports throughout Japan during the last two years were:—

	1887.	1886.
Exports \$1,419,078.	47,935,002.	
Imports \$3,800,163.	31,227,231.	

The Straits Times says:—Among the passengers of the Hongkong and Shanghai Steamship Co. on the late voyage were Mr. and Mrs. M. O. Thomson, of Glasgow, who are on a tour round the world; and Mr. R. L. Harper, an old and much esteemed resident of Singapore, who is about to settle in business in Hongkong.

The Hu Pao says that the Imperial Commissioner Li Hung-shan has represented to the Emperor that his services are no longer required as the case is hopeless, and the proper authorities are as capable to act as he can be. Over 100,000 people have been drowned in all, and there is no prospect, in his opinion, of being able to stop the gap.

The number of the sufferers from the Yellow River inundations, so far as has been ascertained up to date, was put down in the Peking Gazette (of 19th January) at 1,000,000. This is the official account, and probably under the mark. About 10,000 has been raised for the unfortunate in Peking by private subscription.

The revenue returns of the Imperial Maritime Customs for the year 1887 amount to \$2,836,000, which includes opium import duty \$1,418,000, and opium \$1,418,000. The ordinary revenue, \$1,418,000. The ordinary revenue, \$1,418,000. The ordinary revenue, \$1,418,000.

Says the Foochow Echo of the 4th inst.:—The unusual spectacle of deep snow greeted the eye on Friday morning last. The whole range of hills extending from Kowloon to beyond Peking as far as one can see were thickly coated to within a few hundred feet of their base, and although the sun shone brightly all day, there was very little indication of a thaw. Such a heavy downfall as this is scarcely within the recollection of many present residents in Foochow.

The Nippon Yusen Kaisha has entered into contract for the purchase of a steamship of 4,300 tons in England. As she is now in course of construction she is expected to arrive in Yokohama at the end of April next. She will be of iron, with the latest improvements in her engines, and will be used principally in the transportation of goods from the Mikoo Coast Mines in the Province of Hizen, to Hongkong, Shanghai, etc. She will be named the Mikoo Maru.—Jiji Shimpu.

The Japan Gazette says:—In order to ascertain the real cause of the commercial depression now complained of, the Japanese Government has decided to decrease the import and export duties on the various goods from Europe to which the various Consuls in Korea to enquire into the matter, and if possible, make recommendations which, if adopted, will lead to the recovery of the market. It is that the Chinese merchants are driving the Japanese merchants out of the field.

It is rumoured in some quarters that Lord R. Churchill, whose intellectual operations are as rapid as they are energetic, has broken away from the pro-Turkish course of Foreign Secretary and Sir Henry Drummond Wolff, and has adopted the theory that the peace of Europe and the interests of England would be served by letting the Czar seize Constantinople. Indeed, in the fresh zeal of his opinion he is said to rival the energy of the pro-Turkish course. He declared that whoever should give the Turk a permanent footing in Europe would deserve all the banes and curses of posterity.—Overland Mail.

A correspondent, who ought to have given particulars as to how many friends he had been meeting, sent the following communication to the N. C. Daily News the other day:—There was the unusual phenomenon visible this afternoon about an hour before sundown, of three mock suns, suspended, as it is usual with the phenomenon, in a fairly complete, in the rim of the halo which surrounded the sun; one mock sun at the apex and the other two equidistant on either side. Had the sun been a little higher above the horizon the halo would have been a complete circle with a fourth mock sun below. The rainbow hues of the so-called suns, were for a while very bright; and the phenomenon, which lasted for three quarters of an hour, I imagine betokens a change of weather.

The Chinese Times says:—It is said some foreign instructors will come here (Tientsin) in the spring, engaged for the Naval School that is to be founded in Peking under the auspices of the Admiralty Board. The Chinese Government does well to found such schools, as without officers, well trained and competent, there can be no efficient navy. But from what we hear, Canton will choose its own system and follow it; Foochow will be equally independent; Shanghai also; and Tientsin will, as matter of course, follow its own devices. So, instead of uniformity there will be uniformity for confusion, and the various squadrons, lacking congruency and having no cohesion, will become easy prey for any enterprising enemy. The same warning applies with equal force to the army. Unless there is absolute uniformity of arms, discipline, equipment, tactical methods, etc., there will be no unity of provincial troops, but no national army.

The Y. N. Kowloon says that three new Customs cruisers are being built in England for the Chinese Government.

The Chinese Times says:—The question of Chinese population is now having much new light thrown upon it. It is found that in consequence of rebellions and severe famines several provinces formerly having a dense population have now a thin one, and several having a thin population have now a dense one. There has been an enormous destruction of human life during the last thirty-five years, amounting to many millions. Let us call this the *umbra*. Those living in localities favourable for flight went where they could find a home. They lived in the *penumbra*. The *umbra* is the total loss; the *penumbra* represents the amount of migration. Several members of the Peking Oriental Society, interested in themselves, in this question during the past year. If those members of the society who have made indefinite and intangible attacks on the Chinese statistics would change their course and give serious attention to the economical, political, social, and social conditions of the subject suggested by these statistics, it would be well.

The Tientsin correspondent of the Shanghai Mercury writes:—The French syndicate who sent Mr. J. Carrey, their engineer, through Li's instructions, to the Yellow River, have offered to repair the gap for \$1,400,000, and it is reported here that Li has accepted their terms. They have also offered, it is said, to repair the banks of the Yellow River, warranting no floods shall occur for 30 years, for the sum of \$1,000,000, and offering to lend this amount at the rate of 5 per cent. Li seems willing to accept this also, and has promised to recommend the account to Her Majesty. In regard to that the old saying, 'The last shall be first and the first last,' has come true in regard to the French syndicate, if all this be correct. Where can Great Britain, Germany and other nationalities be to allow France to cut them out? And what are the other civil engineers about? No doubt, that if the French engineer has succeeded, as report has it, he has been through the aid of members of the Roman Catholic Church.

A FIRE which was unfortunately attended with the loss of four lives occurred last week in Shanghai in a house occupied by a Chinese furniture dealer named Sam, next door to Messrs L. Y. Ward & Co. stores. It seems there were some thirteen persons on the premises on Wednesday night, and the grown up ones were engaged in ching-ching Joss, owing to the approach of the Chinese New Year. Having finished their devotions, they retired to bed at about one o'clock in the morning, leaving the candles that had been employed in their worship burning on the table. Everything was quiet till about 3.15 a.m., when some of the inmates were aroused by finding the house on fire. They made a rush and got out into the street, leaving Sam, his wife, child, and an amah in an upper room at the back of the building, from where they escaped by a back passage, and other inflammable matter had been secretly collected some twenty yards from the house and set fire to about 3 o'clock on the afternoon in question. The European employees living on the premises were the first to observe the flames, before they had gained the fence, and was quickly extinguished by the assistance of two Chinese coolies to extinguish them before they could do any harm. A strong wind was blowing at the time and the fire had evidently been lit at that particular moment in order that the flames might be carried towards the petroleum godown and thus cause a general conflagration. This fire plot had been successful; half the godown would have probably been in flames, as there were over 20,000 cases of oil on the premises at the time, and this burning fire would naturally have floated down the river, setting fire to innumerable floating houses and native craft.

The Bangkok Times says:—On the 1st Feb. a deliberate attempt was made to set fire to Messrs A. Markwald & Co's. new petroleum godown, on the Klong Du Kenong. A wooden fence surrounds the building and a large quantity of dry grass, bamboo, and other inflammable matter had been secretly collected some twenty yards from the house and set fire to about 3 o'clock on the afternoon in question. The European employees living on the premises were the first to observe the flames, before they had gained the fence, and was quickly extinguished by the assistance of two Chinese coolies to extinguish them before they could do any harm. A strong wind was blowing at the time and the fire had evidently been lit at that particular moment in order that the flames might be carried towards the petroleum godown and thus cause a general conflagration. This fire plot had been successful; half the godown would have probably been in flames, as there were over 20,000 cases of oil on the premises at the time, and this burning fire would naturally have floated down the river, setting fire to innumerable floating houses and native craft.

The N. C. Daily News says:—We hear that the following changes of station will shortly take place among the officers of H. B. M. Consular service in China, namely:—Mr F. A. Frazer will take up the duties of interpreter at Shanghai, vice Mr E. H. Parker, who has been granted leave of absence to proceed to England. Mr C. F. R. Allen, H. M. Consul, now officiating at Kiangtong, will relieve Mr C. T. Gardner, H. M. Consul at Hankow, on the latter gentleman's proceeding home on leave. Mr W. S. Ayton will take charge of H. M. Consulate at Kiangtong, vice Mr J. H. Parker, who has been granted leave of absence to proceed to England. We have not heard to what post Mr Mansfield, the present Acting Consul at that port, is likely to be sent. Mr Wharry has returned to his post as Political Agent in Burma, and is to be joined by Mr Baber in the late Spring. As soon as the new Consul at Swatow, the operations of the Boundary Commission will be undertaken.

It is reported by the Chinese Times that the Imperial Chinese Government has reconsidered its perverse action upon Tibet in the question of giving an amicable reception and safe conduct to the British Indian mission that was to have gone to Ladakh and Lhasa to make some provisional arrangements for regulating the trade and import and export frontier trade. Our contemporary says:—Tibetans have built forts, and show disposition to be quarrelsome or provocative. They make a mistake, as the Indian Government is very tough and ready in its frontier dealings, and if excess is given: troops will attack the passes, depose the Tibetans, and, if that is not enough, they will step into the shoes of occupation, at which China will cry out loudly. The conduct of the Peking Government has excited much anger in India, and the Yamen will do well, while time remains, to remove all cause of irritation. What is wanted is simple. Passage and protection of the Indian pilgrims, and the moderate facilities for frontier trade. Tibet produces much wood of the finest qualities known, and very valuable; also gold and copper. In Tibet there would be a large demand for cotton goods, outlay, some kinds of woollens, and for much Assam tea. If the Indian Government should have any further negotiations with Peking it will do well to leave them to the sole care of H. M. Legation.

## HONGKONG ARTILLERY COMPANY.

The Hongkong Volunteers had their annual big gun competition at Stonecutters Island yesterday, and it is gratifying, after the somewhat doleful predictions that have been made as to the future of the corps, to be able to say that the utmost of efficient members was probably the best the Volunteers have had since the practice at Stonecutters Point some six years ago. This annual 64-pr. competition is for the Commandant's challenge cup. At 8.30 a.m. over 40 men, under the command of Major Tripp—who though still suffering from his late accident, has recovered over—assembled at Paddlers Wharf and went over to Stonecutters Island where the heavy gun practice is always held. This year the Volunteers' work was made easier by the 64-pr. being mounted on iron travelling platforms instead of the old converted Naval slides, and the change was certainly not made before it was needed. The practice was carried on from the guns mounted for the protection of the mine field below the new fort which is in course of construction. The most noticeable feature of the practice this year was the rapidity of loading and firing as compared with previous years, both owing, no doubt, to the new carriages. Yesterday 60 rounds had been fired before tiffin, a number which used formerly to take the whole day to get through. Taking the practice all round, it was not as good as usual, although there were some very good shots which though not near enough to hit daylight into the target could not have failed to have hit the smallest gun-barrel. Two in particular are worthy of note, one of which went through the red flag floating over the barrel, and another, which, though it dropped a yard short and did not score in consequence, caused a pretty good commotion round the target and made it roll 'like a ship at sea.' It is not yet known who the successful competitor is, as some calculations have to be made before the winner can be named. We have reason to believe, however, that Lieut. Mosely is the winner of the Cup.

The Volunteers were favoured with better weather than is usual at China New Year, and when the practice began it was clear with a good light and a fresh breeze blowing across the range. As the day advanced, but even the breeze did not succeed in bringing the clouds. The sea was rather lumpy for the morning parties, and Capt. McCallum and Sergeant Dipple, who were scoring on the launch, rather enjoyed it than otherwise. Their equanimity was disturbed once by sounds of firing in the distance, and seeing a small boat of about 20 men, they turned out to be a party out for boat drill, and at one time some fragments of shell came unpleasantly near the launch; too near, remembering the previous exploits of a naval firing party. The Volunteers altogether had a very successful and enjoyable day, and Major Tripp's eyes must have been gladdened at the sight of 43 men out of a muster roll of 60. H. E. General Cameron, O. B., visited the island during the morning and stayed for about half an hour. Mr Canlie was present during the practice, but his services were unfortunately required. We are glad to hear that he is going to resume his connection with our civilian employers, and we believe he will shortly be gazetted as Surgeon-major to the Hongkong Volunteers. No doubt they will be proud of an officer with his record. Mrs Canlie honoured the Volunteers with her presence at the end of about half an hour, and Major Tripp's eyes must have been gladdened at the sight of 43 men out of a muster roll of 60. H. E. General Cameron, O. B., visited the island during the morning and stayed for about half an hour. Mr Canlie was present during the practice, but his services were unfortunately required. We are glad to hear that he is going to resume his connection with our civilian employers, and we believe he will shortly be gazetted as Surgeon-major to the Hongkong Volunteers. No doubt they will be proud of an officer with his record. 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## Mails.

## Occidental &amp; Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *OCEANIC* will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 22nd Instant, at Noon.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 6 p.m. the day previous to sailing.

First-class Fare granted as follows:—  
To San Francisco ... \$200.00  
To San Francisco and return, available for 6 months ... 350.00  
To Liverpool ... 333.00  
To London ... 338.00

To other European ports, at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa), within one year, will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, at Yokohama, to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

G. D. HARMAN,

Agent.

Hongkong, February 11, 1888.

## CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship *BATAVIA*, 2,533 Tons Register, WATSON, Commander, will be despatched for YOKOHAMA, B.C., via KOBE and YOKOHAMA, on SATURDAY, the 25th February, at 3 p.m.

To be followed by *S.S. PARTHIA*, on the 15th March.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast points, the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—  
To Vancouver ... Mexican \$100.00  
To Vancouver and San Francisco 175.00  
To all common points in Canada ... 200.00  
To London ... 300.00  
To Liverpool ... 305.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the day previous to sailing.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to  
ADAMSON, BELL & Co., Agents.

Hongkong, February 9, 1888.

## U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF RIO DE JANEIRO* will be despatched for San Francisco via Yokohama, on SATURDAY, the 3rd March, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—  
To San Francisco ... \$200.00  
To San Francisco and return, available for 6 months ... 350.00  
To Liverpool ... 333.00  
To London ... 338.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa), within one year, will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. the same day. All Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, at Yokohama, to the Collector of Customs, San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

G. D. HARMAN,

Agent.

Hongkong, February 11, 1888.

## Mails.

## NOTICE.

COMPAGNIE DES MESSENGERIES MARITIMES.  
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA, LONDON, HAVRE, BORDEAUX, DUNKIRK AND ANTWERP.

ON WEDNESDAY, the 22nd February, 1888, at Noon, the Company's Steamship *YANGTSE*, Commandant LOMAX, with MAELS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Passes until 5 p.m., on the 21st February, 1888. (Parcels not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required. For further particulars, apply at the Company's Office.

G. D. OHAMPEUX,

Agent.

Hongkong, February 9, 1888.

## Intimations.

## The Overland China Mail.

A WEEKLY JOURNAL FOR THE HOME MAIL.

IS PUBLISHED to suit the Department of each ENGLISH and FRENCH MAIL Steamer for Europe. Formerly the Overland issue was published fortnightly; but as it was deemed of special importance that a weekly budget of news should be prepared, it was decided to issue it weekly.

Subscribers at Home, and those at the Coast Ports and in the interior, who find the Overland edition a convenient form of newspaper for their personal, will welcome the change. The *Overland China Mail*, now a weekly compendium of news from the Far East, contains special Commercial Intelligence, special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily issue.

The attention of Advertisers is directed to a weekly newspaper, which is circulated among old China "hands" and others, both at home and in the Far East, who do not take the daily journals.

The *Overland China Mail* will be regularly posted from the China Mail Office to subscribers, on their addresses being forwarded to us.

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For Annual, ... \$12.00, postage, ... \$1.00  
" Quarter, ... 3.00, " " 0.25  
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BUDDHISM: ITS HISTORICAL, THEORETICAL AND POPULAR ASPECTS, BY ERNEST J. EITEL, Ph.D., TORONTO.

REVISED, WITH ADDITIONS.  
LANE, CRAWFORD & Co.,  
Hongkong, August 20, 1884.

## WINTER TIME TABLE.

## THE KWALON FERRY.

## STEAM LAUNCH MORNING STAR.

RUNS DAILY as a FERRY BOAT between Peddar's Wharf and Tai-Tai-Tai at the following hours:—This Time Table will take effect from the 17th OCTOBER, 1887.

WEEK DAYS. SUNDAYS.  
Leave K'loon. Leave K'loon. Leave K'loon. Leave K'loon.  
6.00 A.M. 7.00 A.M. 8.00 A.M. 7.00 A.M.  
8.00 " 8.50 " 9.50 " 8.00 "  
9.00 " 10.15 " 10.30 " 10.45 "  
10.30 " 12.30 P.M. 11.00 " NOON "  
12.45 P.M. 1.00 " 12.30 P.M. 1.00 P.M.  
1.30 " 2.00 " 1.30 " 2.00 "  
2.20 " 3.00 " 2.30 " 3.00 "  
3.30 " 4.00 " 3.30 " 4.00 "  
4.15 " 4.30 " 4.15 " 4.30 "  
4.45 " 5.15 " 4.45 " 5.15 "  
5.25 " 5.40 " 5.25 " 5.40 "  
6.00 " 6.15 " 6.00 " 6.15 "  
6.30 " 6.45 " 6.30 " 6.45 "  
7.00 " 7.00 "

\* There will be no Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppage.

## NOW ON SALE.

## INDEX TO THE 'CHINA REVIEW' from VOLUMES I TO XII.

1.—LIST OF CONTRIBUTORS.  
2.—ARTICLES.  
3.—REVIEWS OF BOOKS.  
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Price, ... 50 CENTS.  
To be had at the China Mail Office, Messrs. KELLY & WALSH, Messrs. LANE, CRAWFORD & Co., Hongkong; and Messrs. KELLY & WALSH, Shanghai.

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Orders for Printing and Book-binding promptly executed at moderate charges.

'CHINA MAIL' OFFICE.  
2, WINDING STREET (behind the Club).

WASHING BOOKS.  
(In English and Chinese.)  
WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office. Price, \$1 each.

CHINA MAIL OFFICE.

31, PARK ROW, NEW YORK, is authorized to receive Subscriptions, Advertisements, &c., for the *China Mail*, *Overland China Mail*, and *China Review*.

## Intimations.

## THE CHINA REVIEW.

PUBLISHED BI-MONTHLY, TENTH YEAR.

THIS Review, which was intended to meet the wants of many students of Chinese caused by the discontinuance of *Notes and Queries on China and Japan*, has reached its fourteenth volume. The Review discusses those topics which are uppermost in the minds of students of the "Far East," and about which every intelligent person connected with China or Japan, is desirous of acquiring trustworthy information. It includes many interesting Notes and original Papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new department has been taken, and the Review now gives papers on Trade, Commerce, and Descriptive Notes of Travel by well-known writers. It was thought that by extending the scope of the Review in this direction, the Magazine would be made more generally useful.

The Review department receives special attention, and endeavours are made to present a careful and concise record of Literature on China etc., and to give critical reviews of the most recent works on such topics. Authors and Publishers are requested to forward to the Editor, *China Review*, care of China Mail Office.

The Notes and Queries are still continued and form an important means of obtaining from and diffusing among students knowledge on obscure points.

The Correspondents' column also affords facilities for the exchange of views and discussion of various topics.

Original contributions in Chinese, Latin, or any of the Modern Languages are received. The papers are contributed by the members of the various Consular, the Imperial Customs and Hongkong Police, and also by the Missionary bodies among whom a high degree of Chinese scholarship is meticulously cultivated. Amongst the regular contributors are Drs. Chamberlain, Eitel, Bretschneider, and Hirth, Professor Legge, and Messrs. Ballou, Waters, Stent, Phillips, McIntyre, Groot, Jamieson, Fisher, Knap, Barker, Taylor, Giles, Pilon, and Taylor—all well-known names, indicative of sound scholarship and thorough mastery of their subject.

The Subscription is fixed at \$5.00 per annum, postage included—payable in advance.

Orders for binding volumes will be promptly attended to. Address, "Manager, China Mail Office."

## OPINIONS OF THE PRESS.

"All our learned societies should subscribe to this scholarly and enterprising Review."—*Northern Christian Advocate* (U.S.).

"The *China Review* ... has an excellent table of contents."—*Chinese Herald*.

"The *China Review* always gives a full and interesting account of the results of interest to seamen in the Far East and the present issue will hold favourably for its advantage compared with preceding numbers."—*Celestial Empire*.

"This number contains several articles of interest and value."—*North-China Herald*.

"The *China Review* for September-October fully maintains the high standard of excellence which characterizes that publication, and altogether forms a very interesting and readable number. Meteorologists will find an interesting and valuable contribution by Dr. Fritzsche, on 'The Amount of Precipitation (Rain and Snow) of Peking' showing the results of observations made at the Imperial Russian Observatory at Peking, from 1841 to 1880."—*Notes on the Dutch Occupation of Formosa*, by Mr. Geo. Phillips, contains some interesting information, although much of it is second-hand. The *Notes on New Books* include a most generous and appreciative review of 'The Divine Classic of Nan-Hua,' and the *Notes and Queries* are as usual very interesting."—*North-China Daily News*.

"A substantial and reliable Review which all students of China and the Chinese would do well to peruse."—*Chinese Herald*.

"The November-December number of the *China Review* contains less variety than usual, but the few articles are very interesting. The opening paper by Mr. Herbert A. Giles on 'The New Testament in Chinese' treats of a question that must necessarily be of great importance in the eyes of all missionaries."—*Chinese Herald*.

"The *China Review* is a most valuable and interesting journal, and a goodly instalment of these travels in the interior of China is given. Mr. F. H. Ballou contributes a paper of some length entitled 'The Emperor Cheng, founder of the Chinese Empire,' which will be read with genuine interest by students of Chinese history. A few short notices of New Books and a number of Notes and Queries, one of which 'On Chinese Oaths in Western Borneo and Java' might appropriately have been placed under a separate heading, complete the number."—*H.K. Daily Press*.

The *China Review* contains the following notice of the *China Review*:—  
The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, some what similar to that which has been filled in India by the *Calcutta Review*. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the high number of the *Review* by papers highly creditable to their respective authors. Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese post-statesman of the eleventh century, Sun Tung-p'o, by Mr. E. O. Bowra, is not only historically valuable, but also distinguished by literary grace. Besides notices of new books read to this and the East, which will be a useful feature of the *Review*, if carried out with punctuality and detail, we are glad to notice that 'Notes' and 'Queries' are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may excite a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the *China Review* may receive the support necessary to insure its continuance.

Mr. Andrew Wind, News Agent, 31, PARK ROW, NEW YORK, is authorized to receive Subscriptions, Advertisements, &c., for the *China Mail*, *Overland China Mail*, and *China Review*.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the Harbour C.

Shipping or midway between each shore are marked D., in conjunction with the figure denoting the section.

Section.  
1. From Green Island to the Gas Works.  
2. From Gas Works to Peddar's Wharf.  
3. From Peddar's Wharf to the Harbour Master's Office.  
4. From Harbour Master's Office to the P. and O. Co.'s Office.  
5. From P. and O. Co.'s Office to Peddar's Wharf.  
6. From Peddar's Wharf to the Naval Yard.  
7. From Naval Yard to Blue Buildings.  
8. From Blue Buildings to East Point.  
9. From East Point to North Point.  
10. Kowloon Wharves.  
11. Jardine's Wharf.

Vessel's Name.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Active	2 h. Ketchick	Dan. str.	355 Feb. 11	Arnhold, Karberg & Co.	Holhow, &c.	To-morrow
Alvino	3 h. Ketchick	Ger. str.	400 Feb. 10	Wielor & Co.	Spore & Calcutta	16th inst.
Araratong Apat	3 h. Ketchick	Brit. str.	1332 Feb. 10	David Sassoon, Sons & Co.	Europe, &c.	To-morrow
Ballington	3 h. Ketchick	Brit. str.	309 Feb. 10	Wielor & Co.	Europe, &c.	To-morrow
Batavia	3 h. Ketchick	Brit. str.	9370 Feb. 10	Adamson, Bell & Co.	Europe, &c.	To-morrow
China	3 h. Ketchick	Ger. str.	1001 Feb. 10	Siemens & Co.	Bangkok	To-morrow
Chow-chow-foo	3 h. Ketchick	Ger. str.	796 Feb. 10	Chinchen & Co.	Haiphong	To-morrow
Clara	3 h. Ketchick	Ger. str.	1174 Feb. 10	A. R. Martz	Amoy & Manila	To-morrow
Donohurst	3 h. Ketchick	Dutch str.	1164 Feb. 10	Jardine, Matheson & Co.	Amoy & Tamsui	To-morrow
Don Juan	3 h. Ketchick	Span. str.	483 Feb. 10	Brando & Co.	Amoy & Tamsui	To-morrow
Fookang	3 h. Ketchick	Brit. str.	154 Feb. 10	Edward Schellman & Co.	Amoy & Tamsui	To-morrow
Fookang	3 h. Ketchick	Brit. str.	990 Feb. 10	Jardine, Matheson & Co.	Amoy & Tamsui	To-morrow
Formosa	3 h. Ketchick	Brit. str.	674 Feb. 10	Jongkias Steamship Co.	Amoy & Tamsui	To-morrow
Freer	3 h. Ketchick	Dan. str.	419 Feb. 10	Arnhold, Karberg & Co.	Haiphong	To-morrow
Fushiki Maru	3 h. Ketchick	Japan. str.	1219 Feb. 10	Mitsui Bussan Kaisha	Shanghai	To-day
Glenfruin	3 h. Ketchick	Brit. str.	1936 Feb. 10	Jardine, Matheson & Co.	Shanghai	To-day
Harping	3 h. Ketchick	Brit. str.	1122 Feb. 10	Douglas Steamship Co.	Shanghai	To-day
Harbour	3 h. Ketchick	Brit. str.	779 Feb. 10	Don Hin Chat	Shanghai	To-day
Jacob Oosterman	3 h. Ketchick	Nor. str.	1102 Feb. 10	Mitsui Bussan Kaisha	Shanghai	To-day
Lombardy	3 h. Ketchick	Brit. str.	1726 Feb. 10	P. & O. S. N. Co.	Haiphong	To-day
Mario	3 h. Ketchick	Ger. str.	704 Feb. 10	A. R. Martz	Haiphong	To-day
Mongkut	3 h. Ketchick	Brit. str.	886 Feb. 10	Yuen Fat Hong	Haiphong	To-day
Namoa	3 h. Ketchick	Brit. str.	826 Feb. 10	Douglas Steamship Co.	Haiphong	To-day
Oceanic	3 h. Ketchick	Brit. str.	3807 Feb. 10	P. & O. S. N. Co.	Haiphong	To-day
Orion	3 h. Ketchick	Brit. str.	1311 Feb. 10	Yuen Fat Hong	Haiphong	To-day
Pilot Fish	3 h. Ketchick	Brit. str.	1811 Feb. 10	H. K. & W. Dock Co.	Haiphong	To-day
Septima	3 h. Ketchick	Ger. str.	763 Feb. 10	Siemens & Co.	Haiphong	To-day
Souchoo	3 h. Ketchick	Brit. str.	313 Feb. 10	Chinchen & Co.	Haiphong	To-day
Taiwan	3 h. Ketchick	Brit. str.	1109 Feb. 10	Butterfield & Swire	Haiphong	To-day
Thales	3 h. Ketchick	Brit. str.	819 Feb. 10	Douglas Steamship Co.	Haiphong	To-day
Thibet	3 h. Ketchick	Brit. str.	1871 Feb. 10	P. & O. S. N. Co.	Haiphong	To-day
Wingsang	3 h. Ketchick	Brit. str.	1871 Feb. 10	Jardine, Matheson & Co.	Haiphong	To-day
Wonging	3 h. Ketchick	Brit. str.	1109 Feb. 10	Butterfield & Swire	Haiphong	To-day
Yangtze	3 h. Ketchick	Brit. str.	814 Feb. 10	Siemens & Co.	Haiphong	To-day

Sailing Vessels							
Allie Rowe	3 k	Haw.	bg.	June 9	Wielor & Co.	Laid up	
Anna Wichhorst	3 k	Breckwold	Ger. 3m. so.	735	Feb. 27	Order	
Bogliaco	3 h	Risso	Italian bca.	386	Feb. 10	Caplain	
Bylgia	3 h	Reise	Ger. bca.	333	Feb. 10	Wielor & Co.	
B. P. Cheney	3 h	Hedges	Amer. sh.	1239	Jan. 26	Douglas, Laprak & Co.	
Centennial	3 h	Bearse	Amer. sh.	1222	Jan. 27	Russell & Co.	
Coloma	3 c	Noyes	Amer. bca.	852	Dec. 27	Melchers & Co.	
Dorothea	3 c	Jorgenson	Siam.	300	Sept. 14	Chinese	
Dorothea	3 c	Moeller	Ger.	682	Jan. 28	Arnhold, Karberg & Co.	
Ene	3 c	Summers	Brit.	773	Jan. 28	Arnhold, Karberg & Co.	
F. P. Leitchfield	3 c	Michfield	Amer.	1042	Feb. 6	Chinese	
Hectanooga	3 c	Cand	Brit.	1066	Feb. 6	Messageries Maritimes	
John D. Brewer	3 c	Josselyn	Amer.	1029	Jan. 11	Order	
Kitty	3 c	Laird	Brit.	303	Aug. 20	Order	
Mabel Taylor	3 c	Dorhill	Brit.	1295	Jan. 28	Carlowitz & Co.	
Mamel	3 c	Estival	Span.	932	Jan. 28	Kennedys & Co.	
Nardo	3 c	Cannell	Brit.	379	Oct. 31	Order	
Rio	3 c	Psyne	Brit.	1182	Jan. 8	Puxian & Co.	
Santa Filomena	3 k	Mendiguren	Span.	sch.	448	Jan. 12	Chinese
Santa	3 c	Liomann	Ger.	107	Jan. 28	Melchers & Co.	
Siam	3 c	Lange	Siam.	sch.	204	Jan. 28	Chinese
Sultama	3 h	McGregor	Brit.	sch.	933	Jan. 28	Order
Theodor Burger	3 c	Omeyer	Brit.	sch.	375	Dec. 13	Arnhold, Karberg & Co.
Vitor	3 c	Allen	Amer.	sch.	1270	Jan. 28	Russell & Co.
Walter Siegfried	3 c	Lawrence	Brit.	sch.	394	Dec. 17	Chinese